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REPORT

ON THE CONSULTATIVE TECHNICAL MEETING

ON AFRICAN RAILWAYS

Ouagadougou, the Upper Volta
19 to 23 January 1982

I.82-2128

A. ORGANIZATION AND ATTENDANCE

1. The Consultative Technical Meeting on African Railways was held at Ouagadougou, the Upper Volta, from 20 to 22 January 1982 at the invitation of the Government of the Upper Volta. The meeting was preceded on 19 January by a consultation meeting of the secretariats of the ECA, UAR and OAU with member States.

2. The meeting was attended by representatives of the following:

(a) Member States of the Commission: Angola, Benin, the Central African Republic, the Congo, Egypt, Ethiopia, Gabon, Ghana, Mali, the Niger, Rwanda, Senegal, the Sudan, Swaziland, Togo, the United Republic of Cameroon, the United Republic of Tanzania, the Upper Volta and Zambia.

(b) Donor countries: Belgium, China, Federal Republic of Germany, France and India.

(c) Financial institutions: United Nations Development Programme (UNDP), World Bank, Saudi Fund for Development, African Development Bank (ADB) and Commission of the European Communities (CEC).

(d) Inter-governmental organizations: African and Mauritian Common Organization (OCAM), Economic Community of West African States (ECOWAS), Kagera Basin Organization (OBK), Organization of African Unity (OAU), West African Economic Community (CEAO) and the Niamey-based Multinational Programming and Operational Centre (MULPOC).

Observers were present from Brazil and the Liptako-Gourma Integrated Development Authority.

B. OPENING OF THE MEETING

3. Captain K. Gaston Gnoumou, Minister of Public Works, Transport and Town Planning introduced Colonel Felix Kemtaraboum, Minister for Foreign Affairs and Co-operation, who opened the meeting.

4. The Minister welcomed all participants to Ouagadougou and expressed his pleasure that the Upper Volta was hosting the meeting. He hoped that it would be possible to overcome any problems that might arise.

5. He recalled that the United Nations Transport and Communications Decade in Africa should not only beneficial from the economic point of view but should unite Africa across the artificial barriers created by history.

6. The Comite Militaire de redressement pour le progres national, aware of the Upper Volta's position as a historic crossroads, but also of its land-locked state, had used its own resources to begin work on the Ouagadougou-Tambao-Tin Harassan line to demonstrate its willingness to co-operate at the regional and subregional levels. The Upper Volta was naturally the centre of future subregional railway interconnexions that would foster the economic integration of African countries with the assistance of CEAO and ECOWAS.

7. He stressed the role played by ECA and OAU in the preparation and implementation of the Lagos Plan of Action and congratulated ECA through the Executive Secretary of the Commission.

8. To overcome underdevelopment, national efforts should go hand in hand with bilateral and multilateral co-operation. Africa must first rely on itself and agree to sacrifices; it must clearly state its objectives and their priority to enable donors to provide support. He expressed to the representatives of the donor countries and organizations the gratitude of governmental representatives for the interest they had shown in the problems of transport and communications in Africa.

9. After reiterating his wishes for success and a pleasant stay in the Upper Volta, on behalf of the Head of State, Colonel Zerbo, he declared the Consultative Technical Meeting on Railways for the African Region open.

10. In his opening address, Mr. Adebayo Adedeji, Executive Secretary of ECA, expressed gratitude to the President and people of the Upper Volta for the warm hospitality and excellent arrangements for the Consultative Technical Meeting on Railways designed to foster transport development in Africa and especially help land-locked countries such as the Upper Volta, which had been convenet on the initiative of the ECA Conference of Ministers and in pursuance of a General Assembly resolution proclaiming the United Nations Transport and Communications Decade in Africa and urging the international community to provide material, financial and technical assistance.

11. He welcomed all participants and representatives of member States, donor countries and institutions and urged them to examine the important railway projects in the United Nations Transport and Communications Decade programme.

12. The meeting was the second in a series of consultative technical meetings which the General Assembly had authorized ECA to organize in collaboration with relevant African inter-governmental and international organizations and the relevant United Nations specialized agencies in order to mobilize the human and material resources to implement phase I of the Decade programme. The first consultative technical meeting had been held at Lome, Togo, in June 1981 and dealt with ECOWAS air and road transport, communications and postal projects and two other meetings were planned for Central African roads and inland water transport and Central and West African shipping and ports problems.

13. During the November 1979 Pledging Conference organized by the United Nations Secretary-General under General Assembly resolution 32/160, although financial pledges had not been great, donors and financial institutions had indicated interest in and preference for financing projects on the basis of bilateral agreements with African countries. Consequently the ECA Conference of Ministers in resolution 391 (XV) had requested the Executive Secretary to quickly organize consultative technical meetings based on modes or subregions for the purpose of finding the resources necessary for implementing regional and subregional projects and carrying out studies during the phase I programme, and the General Assembly had provided funds for the conduct of these consultative technical meetings.

14. The Lome meeting had enable donors to indicate what they were doing to assist African countries implement the Decade programme and it was unanimously agreed that, with determination, the legal problems of responsibility for financing multinational projects could be overcome and he hoped that the cordial and encouraging atmosphere would continue to prevail in the present and subsequent meetings.

15. The four consultative technical meetings were based on the most urgent transport and communications areas. The railway sector was considered of the highest priority because of its high share in the total cost of the Decade programme, and its convenience, cost-efficiency, importance and its increasing role in African transport services.

16. As most African railways had been built long ago with technologies that were now outmoded they could not cope with current traffic and required extensive maintenance. Their modernization was therefore the priority of the first phase of the Decade programme, before expansion and interconnexion could be contemplated during the second phase.

17. The Executive Secretary emphasized that all projects before the meeting had been carefully examined by ECA and UAR in July 1981 to ensure that they met the above objectives and had been approved by the UAR governing authority in Blantyre in November 1981 before their submission to the present meeting subject to any additional information and modifications which might be brought to the attention of the meeting.

18. Like all consultative technical meetings, past or future, the present meeting afforded an opportunity for African and donor countries and financial institutions to examine critically a selected number of modal or subregional Decade projects, exchange views and then firm decisions could be made by donors as to which projects had good prospects of being financed by them. After the meeting it was hoped that further bilateral contacts between donors and African countries would be made to confirm and formalize the preliminary decisions The follow-up responsibility with donors rested with the country(ies) concerned with the project(s).

19. Emphasizing the difference between pledging conferences and consultative technical meetings, he pointed out that the latter's project documents enabled donors to indicate which projects they would consider financing through the normal channals if approached by the countries concerned and that such expression by donors was not the final word. Donors were free to indicate any obstacles to their financing of any projects and how they could be overcome and in view of the large volume of resources needed for some projects, donors could still indicate their interest and whether they would participate in co-financing arrangements.

20. In conclusion, the Executive Secretary pointed out that proclamation of the United Nations Transport and Communications Decade in Africa, with the encouragement and support of the international community entirely aimed at solving a regional problem was unique in the history of the United Nations. However, in view of the gravity of the transport and communications problems of the region, African countries had been prepared to implement the programme themselves even

in the absence of international assistance, in which case the international community would not have been invited to the meeting. African countries were firmly committed to the implementation of the Decade programme, having incorporated it entirely into the Lagos Plan of Action designed for ensuing the economic and physical integration of the region, and providing 68 per cent of the resources themselves. All what was needed was aid from their friends to complete on schedule a worthwhile enormous task.

21. Finally he expressed sincere gratitude to the donor countries and financial institutions present, to African member States for their continued commitment to the objectives of the Decade and to the Head of State and people of the Upper Volta for their typical African hospitality in hosting the meeting.

22. On behalf of the OAU Secretary-General, Mr. Edem Kodjo, Mr. Hizekiel Isaac, Chief, OAU Transport Division, welcomed the opportunity to participate in the consultative technical meeting devoted to rail transport projects and problems, and thanked representatives from donor countries and financial institutions for responding to the invitations, which indicated growing awareness and concern on their part and wished the meeting every success.

23. The task ahead was crucial as could be seen from the United Nations Transport and Communications Decade programme and ECA was to be congratulated for preparing useful documents for the meeting.

24. The development and efficiency of transport and communications were fundamental to all socio-economic development activities as acknowledged in the Lagos Plan of Action and no efforts were to be spared in that regard.

25. Railway transport problems in Africa did not stem from modal competition but from the aims, purposes and design of the colonialists who needed to be sure that raw materials were evacuated which were diametrically opposed to emerging intra-African economic integration policies and philosophy. The critical problems were technical ones and close examination revealed that the system could be further improved and integrated for the benefit of the land-locked, least developed and all other African countries.

26. He commended the Union of African Railways for its active work in reshaping African railways and appealed to member States, donor countries and international organizations to render assistance which would make it possible to solve the managerial, technical and training problems of the sector, and thanked the Governments of France, the Federal Republic of Germany and Canada, as well as the World Bank, UNDP, ADB and EEC for their assistance to and co-operation with UAR.

27. Concerning the large financial requirements for the programme against the meagre domestic resources, available he hoped that the international community and agencies would share the view that assistance to Africa was of global and not only of continental interest.

28. In conclusion, he thanked the Government and people of the Upper Volta for the warm reception extended participants and for facilitating the work of the meeting, as well as jointly organizing with RAN an excursion by train.

29. Mr. Adama Diagne, Secretary-General of the Union of African Railways, thanked the President of the Upper Volta for hosting the meeting held. The presence of Mr. Felix Kientaraboum, Minister of Foreign Affairs, as representative of the Head of State, was an indication of the priority accorded by Governments to transport systems for the economic development of Africa.

30. He also thanked the governments Ministers, the representatives of donor countries and financial institutions, the General Secretariat of OAU and the Executive Secretary of ECA for having attended.

31. Railways were linked to Africa's economic growth, development and economic independence. Their flaws, inherited from the colonial notion of transport, had brought about the establishment of UAR.

32. Accounting for 36 per cent of investments in all modes of transport in the first phase of the Decade, railways outpaced all rivals. Activities were planned for the standardization of equipment, establishment of manufacturing standards, co-ordination of the various modes of transport, provision of supplies and staff training. A symposium had been held in Blantyre in November 1981 on the interconnexion of networks.

33. He paid tribute to OAU, ECA, donor countries and technical and financial institutions. He stated that he hoped the meeting would make it possible to implement the projects selected and re-affirmed his gratitude to the Head of State, Government and people of the Upper Volta for their reception and hospitality.

C. ACCOUNT OF PROCEEDINGS

34. It was decided that the meeting would be chaired by the Executive Secretary of the Economic Commission for Africa.

35. The following programme of work was unanimously adopted:

Tuesday, 19 January	10 a.m.	Special consultation meeting of the ECA, OAU and UAR secretariats
Wednesday, 20 January	9 a.m.	Registration of participants
	10 a.m.	Official opening ceremony
	3-6 p.m.	Presentation of reports by ECA and UAR secretariats and general discussion
Thursday, 21 January	9 a.m. - 1 p.m.	Consideration of regional, subregional and national projects
	3 - 6 p.m.	Consideration of projects (continued)
Friday, 22 January	11 a.m.	Evaluation of meeting results and adoption of report
	12 noon	Closure of the meeting

Saturday, 23 January Morning		Train excursion Ouagadougou-Koudougou-Ouagadougou organized by the Government of the Upper Volta and RAN
	8 a.m.	Departure from Ouagadougou
	9 a.m.	Arrival at Koudougou-sightseeing activities, and visit to the Voltex factory
Afternoon	1 p.m.	Return to Ouagadougou

36. A member of the ECA secretariat introduced the programme consisting of 62 projects, 37 of which had first been identified in 1979 during the initial Decade programme; 21 projects were drawn from the programme of the Southern African Development Co-ordination Conference (SADCC) and four new projects had been submitted by the Government of Angola. When the document had been prepared ECA had received information that four projects (RAP-05, 22, 24 and 39) had been completely financed but subsequently learned that that was not true for RAP-24. The six most expensive projects (RAP-20, 22, 23, 27, 35 and 41), estimated at $US 2,901 million, represented 60 per cent of the entire cost of the programme of approximately $US 5 billion. Of this total, $US 2,462 million had been financed, with African Governments providing $US 2,047 million, or 83 per cent, of the total cost. It was therefore abundantly clear that African countries were sparing no effort to implement the programme, but were seeking external assistance for the balance of $US 2,480 million, It was pointed out that, after finalization of the SADCC document, countries had provided additional up-to-date information on the status of financing of their projects which indicated that RAP-52 had been completely financed, while RAP-15, 44 and 56 had attracted partial financing of $US 30 million, $US 18 million and $US 25 million respectively.

37. An analysis of the whole programme showed that (27)of the projects were for railway rehabilitation in the form of track renewal, modernization of signalling, telecommunications installations, provision of new rolling stock or construction of storage and warehousing facilities. The second largest group (17 projects) consisted of studies of various kinds, while only 12 projects were for construction and purchase of equipment. Although only six projects were related to training, they were considered to be of utmost importance, since training was central to any efforts to improve the operational performance of African railways.

38. Particular attention was drawn to RAP-02, which was concerned with four subregional training schools: the one in Nigeria had been fully financed from domestic resources, the one in Brazzaville had received partial financing while the ones in Kabwe, Zambia, and Wardan, Egypt, had not yet been financed.

39. It was pointed out that unless the 17 study projects were carried out during the first phase, the necessary investments could not be obtained during the second phase and they might be postponed beyond the Decade period.

40. The secretariat concluded by underscoring the great sacrifices that African Governments were making in using their meagre resources to implement the Decade programme: it therefore hoped and expected that the international community would help them by carrying half the burden.

41. The UNTACDA Co-ordinator set forth the programme of the first phase of the Decade (see table 1). Taking into account those projects considered to have obtained financing (RAP-05, 22, 24 and 39) and those projects to be implemented during the second phase, the cost of the programme was reduced from an initial $US 4,943 million to $US 2,560 million. Local financing acquired amounted to $US 510 million, while external financing acquired amounted to $US 415 million.

42. An additional $US 1,635 million was still required to implement the programme of the first phase. Given the size of Africa, that sum would not seem to be excessive.

43. The Co-ordinator briefly analysed the programme as given in table 1; he then presented the following examples of what ECA expected of the meeting;

(a) Project RAP-07 (United Republic of Cameroon). The Edea-Eseka section was nearly completed. For the Eseka-Maloume section $US 110 million needed to be found. The positions of the donors which had financed the first section should be ascertained;

(b) Projects RAP-42 to 66 (SADCC projects). The Co-ordinator asked what response those projects would receive from donor countries and in particular from the Concerted Action for Development in Africa Group, in which the Federal Republic of Germany played a leading role.

44. It would be desirable to amend the figures indicated from time to time, as they were frequently inexact or incomplete.

45. The ECA Executive Secretary, in opening the general discussion and observations on the programme, informed the meeting that individual projects would be considered the following day.

46. After thanking the authorities of the Upper Volta for their reception and congratulating the organizers of the Meeting, the representative of France recalled the modalities of French assistance and activities carried out with French and in the area of transport in Africa.

47. As concerned investments, two major principles relative to French assistance were stressed:

(a) States must first submit a request, to be followed by bilateral negotiations on the financing;

(b) The project must be economically justified and take account of maintenance and operational costs.

48. The French representative agreed that the Decade should be divided into two phases and shared the concern of many railways over problems of rehabilitation, management, training, the renovating of stock and the modernization of existing networks. However, he raised the following questions concerning the first phase:

(a) What resources could be considered to be available and what was the order of priority of needs;

(b) As only two of the 12 railway projects financed by FAC and CCCE in 1981, had been integrated into the Decade, were the priorities of States, then, different from those of the Decade?

49. As for the second phase, the African transport system would have to be restructured by integrating the problems of transport and industrialization into a whole (negotiating development of African territory, for example, or concerted organization of African territory). In view of the great amount of documentation compiled to date by ECA and UAR, such an approach would seem possible at present, particularly in the wake of the decisions taken by African Heads of State and Government at Monrovia and at Lagos.

50. The representative of Egypt, while agreeing with the observations made by the representative of France and the ranking of priorities by ECA, suggested that further improvements could be made to the ranking to facilitate the discussion. In response, the secretariat pointed out that a consensus had previously been arrived at to discuss projects by categories.

51. As an observer and from a developing country, the representative of Brazil informed the meeting that his country was interested in the meeting in view of its own experience in studies, equipment supply and implementation of railway projects and assured the meeting that after careful study of the document, his Government would correspond with ECA or any concerned African country.

52. The representative of Zambia informed the meeting of the remarkable progress made in his subregion towards the achievement of the Decade objectives. The Decade programme was being implemented within the context of the Southern African Transport and Communications Commission, which was designed to foster subregional co-operation, integration and economic independence. Of the 10 railway projects, estimated at K188 million, the Federal Republic of Germany had funded the purchase of nine out of a current requirement of 60 locomotives for the Tazara railway; phase one of the Benguela railway had been completed by Zambia with EEC assistance; and other complementary transport and communications projects were under study or implementation. In conclusion, he indicated that funds were needed for the Kabwe Railway Training School and two feasibility studies and appealed for assistance from donor countries and financial institutions.

53. The representative of Benin felt that the only possible strategy for economic development was to implement the Lagos Plan of Action. Thus the Parakou-Niamey railway would help to open up the Niger and northern Benin and to develop those regions together with the improvement of the port of Cotonou. The feasibility studies conducted by ECEOM indicated that the project was feasible, profitable and viable at a cost of $US 391 million. As the project was of a subregional nature, it was hoped it would be given priority in consultations with donors.

54. The representative of the European Economic Community said that his organization's involvement as an observer in the Meeting was an indication of its close co-operation with the ACP countries and the fact that EEC was funding some of the projects. His organization would continue to respect the priorities of the ACP countries within the terms of existing aid and financing instruments.

55. The Chairman expressed the Hope that on the basis of the clearly established priorities in railway projects, EDF would re-orient its assistance to African countries.

56. The representative of Belgium agreed with the French representative concerning the importance of physical planning studies as the basis for sound transport policy design. He also stressed the problem of recurrent costs, which should not be overlooked in preliminary studies. Once the project was implemented, such costs should be borne by the beneficiaries.

57. The World Bank representative observed that participants were fairly familiar with his organization's lending policies and indicated that to date over $US 5 billion had been lent by the Bank for railways worldwide. While the development of projects in other sectors has resulted in a general decline in railway lending in real terms, railway lending had increased in sub-Saharan Africa from about $US 125 million in fiscal years 1972-1976 to $US 364 million between 1977 and 1981. Half of all railway projects financed by the Bank from 1977 to 1981 were in Africa. He emphasized that railways were complex enterprises and an analysis of traffic forecast was usually difficult; freight forecasts were usually exaggerated because of wrong assumptions of economic growth, the transport requirements corresponding to economic growth, insufficient allowance for competition by other modes, and deterioration of services.

58. He suggested a staged-approach to railway development, with full consideration of complementary modes and transit facilities, and also emphasized the need for proper maintenance of existing facilities as well as sound organization, training and management of railways.

59. The ECA secretariat observed that the EDF allocation under Lome II represented only 20 per cent of total amount of assistance requested by African countries and hoped that most of it would be used to finance Decade projects. The many maintenance problems of African railways stemmed from the fact that they were built a long time ago at very low cost. For the past 20 years African countries had financed 80 per cent of the transport investments from domestic resources; it appeared that 68 per cent of the Decade programme was being financed locally and thus few resources had been devoted to maintenance. He urged donor countries and financial institutions to view the requests for assistance in their rightful context.

60. The UNDP representatives said that his agency was co-operating fully in the implementation of the Decade programme and that firm financial commitments had been made for RAP-06, 20, 41 and 44 in conjunction with other donor agencies.

61. The representative of the African Development Bank said that, as the bank for African development, his organization was not only supporting financing of Decade projects but all other sectors in Africa and that an internal policy of balanced development was maintained, with 20 to 30 per cent of all lending going to the transport sector alone. The Bank had already funded many transport projects, most of which were in the Decade programme. He stressed that countries should make a habit of first requesting ADB financing for well-prepared projects based on their priorities. The Bank gave loans for the development projects of its member States and reviews the projects carefully before making a commitment so as to be sure of their economic and financial viability which was in the interest of both beneficiary states and the bank. So as to enhance its intervention capacity, ADB was mobilizing resources for the Decade and acting as a catalyst by cofinancing large-scale projects, it finances studies either through loans or through grants. In the case of grants, it made the commitments without prior agreement of donor countries which provided it with such funds. He stressed that ADB was fully prepared to fund Decade projects provided that countries submitted them and that they met lending criteria. Projects should preferably be submitted directly rather than at meeting.

62. The ECA Executive Secretary assured all donors and lending agencies that all the Decade projects were national, subregional and regional projects advanced by the African countries themselves on the basis of well defined criteria.

63. The ECA introduced in detail the projects which were to be discussed individually, indicating that there were four study assistance projects (RAP-03, 04, 42 and 43); six training projects (RAP-01, 02, 31, 40, 61 and 63); eight subregional and seven national specific studies; 33 projects involving modernization repairs/improvement of infrastructures and related telecommunications, and seven projects involving new construction, extension of networks and acquisition of new equipment. An analysis of the cost of the projects showed that of the total cost of $US 2,560 million, $US 925 million had been acquired ($US 510 million internally and $US 415 million externally) - thus $US 1,635 million was being sought to carry out the first three categories of projects, while $US 1,108 million was needed for the construction/extension projects.

Consideration of study and assistance projects

64. Projects RAP-03,04, 42 and 43 concerned general studies. They were all introduced together by a representative of the ECA secretariat who wanted them to be considered under a single grant of $US 4 million, since the cost of each project amounted to $US 1 mission. Concerning RAP-03, it was logical that countries should want to manufacture their own railway equipment. RAP-42 might be considered together with RAP-03, but it was more specifically intended for States members of SADCC. The UAR Secretary-General recalled that a study identical to that contained in RAP-03 was being carried out for the CEAO countries.

65. The representative of Egypt informed participants that his country had a company, CIMAF, which supplied the country's needs for rolling stocks. All countries were welcome to visit the plant (which was to be developed further) and to seek its assistance. The UAR Secretary-General added that similar

factories exist in Algeria, Tunisia, Morocco and Mozambique, so that Africa already had some experience in the manufacture of railway equipment. However, subregional plants would have to be built to reduce costs.

66. In response to a question by the Chairman, the representative of ADB replied that he was unable to make a commitment at once, but that ECA would be informed at a future date as to the Bank's position on the general study projects.

67. At present, no financing had been acquired for the four projects.

Consideration of regional and subregional training projects (RAP-01,02, 31, 40, 61 and 63)

68. RAP-01. A representative of the UAR secretariat introduced the project and emphasized that modern methods of management and administration must be introduced in Africa. Ad hoc seminars and meetings designed for top-level management had already taken place and two others were planned in Algiers and Addis Ababa in 1982. The total cost of the project was estimated at $US 2 million.

69. He stressed the importance of the six training projects to the over-all efficiency of railway operations and informed the Meeting of past and future seminars on critical railway matters, since training was a continuous process.

70. The four subregional training schools covered by RAP-02 involved amounts of $US 28 million, $US 15 million, $US 15 million and $US 1 million respectively and were crucial to the future efficiency of African railways. The following information was made available to the meeting concerning the four subregional training schools.

(a) The Congo ADB would provide $US 14 million for the centre, mostly for construction; EDF would participate in the project by preparing tender documents and providing teaching personnel; the World Bank was interested but wanted to know the type and modality of its participation. The Government of the Congo was providing $US 2 million towards construction. The representatives of France reaffirmed his Government's commitment of FF 5.3 million and for the studies and confirmed its continue interest in the railway specialization aspect. Negociations were underway with UAR in that regard. The representative of Belgium also indicated that his Government would provide technical assistance and teaching equipment; the matter would be arranged with UAR.

(b) Kabwe, Zambia. It was a national training school which SADCC had decided to convert into a subregional centre. The technical standards would be revised and the initial objective would be changed accordingly. The Government of Zambia had already committed K20,000 towards the centre and had promised further contributions. UAR had negotiated with UNDP for the services of an expert who would not start work until next year. Funds were needed for the building and expansion of the centre, with construction starting in 1982.

(c) Harden Egypt. Operational as a national school since 1972 and a multinational school since 1976, the centre had trained students from various African countries including Zimbabwe, the Sudan and Namibia. It was 90 per cent financed by the Egyptian Government, UNDP and ILO had provided assistance to the school in the past. The centre required $1 million for additional new equipment. In view of the small amount required, the officials of the centre would prefer an ADB loan instead of World Bank financing.

(d) Zaire Nigeria: Completely financed by Nigeria.

71. During the discussion on training schools, it was indicated that RAP-40 (the Sudan) has been financed by the World Bank, UNDP and the Government of the Sudan to the tune of $2 million and a balance of $2.9 million was needed. No funds had been secured for RAP-61 (Tazara Training School) and RAP-63 (Angola Training School estimated at $5 million) and no information was available on RAP-31 (Ghana Railway Vocational Training School) since no representative of Ghana was present.

72. The Minister of Public Works, Transport and Urban Planning of the Upper Volta introduced the Ouagadougou-Jambao-Tin Harassan railway project (339 km) on work which had started on 1 October 1981 with resources provided by the Upper Volta. The local cost was around CFAF 33 billion (1980). The project, which was both national and subregional (opening up of the Sahel and facilitating the movement of food aid) in scope, should be completed by 1984. It was requested that the project should be included in the second phase of the Decade.

73. The representative of France stated that his Government was financing a complementary study on the economic feasibility of the Tambao railway.

Consideration of specific study projects

74. The Executive Secretary introduced projects RAP-05, 06, 08, 13, 16, 18, 37 and 41, all dealing with specific studies during phase one for implementation in phase two.

75. The representatives of Benin and the Niger introduced RAP-05 pointing out the great importance of this line to Benin and land-locked Niger and the benefits to both countries. The feasibility study has been completed in 1980 and concluded that the project was technically feasible. Preliminary approaches had been made to the World Bank, Arab funds, ADB, France and some other countries and financing institutions for financing the project. A bilateral institution had been established by the two countries to implement the project. France was interested in the project (having financed the feasibility study at CFAF 250 million), pending the terms of reference of the study which would be available after a donors conference scheduled in 1982. The cost of the project was estimated at $39 million, of which $4.6 million was for the engineering studies.

76. RAP-06: Project of the Kagera Basin Organization (OBK). In a stirring appeal to the donors, the Rwandese Minister of Posts and Telecommunications expressed the hope that the project, which would open up a large area composed of five countries (Rwanda, Burundi, Uganda, eastern Zaire and the western portion of the United Republic of Tanzania), would not be considered in terms

of economic profitability alone. For Rwanda, priority was accorded to the Kemondo Bay-Rusumo Falls line. The Minister confirmed that Austria, Italy and UNDP had provided the $8.85 million needed for the feasibility and implementation studies.

77. In introducing RAP-08, the representative of the United Republic of Cameroon pointed out the subregional importance of the project particularly to the land-locked countries of Chad and the Central African Republic and the south-eastern hinterland of the United Republic of Cameroon. He described the two components (Ngaoundere-Garth and Bangui-Ocean) of the project, the feasibility studies already carried out and the conclusions of the studies. Finally he indicated that the estimated cost of the entire projects was about CFAF 513 billion ($1.8 billion). The representative of the Central African Republic stressed how important the project was for opening up his country and hoped that the donors which had already contributed to pre-project activities would support the project itself.

78. Project RAP-13, concerning the feasibility study for a rail link between Bamako and Kankan, was introduced by the representative of the ECA secretariat in the absence of any participants from Guinea. He stated that the technical plan existed and that the layout had been marked out on the site. When asked if they had had any contact with Guinea on the project, the donors offered no reply.

79. The representative of Egypt introduced project RAP-16. The project was part of a comprehensive transport plan (roads, waterways, railways). It involved linking Aswan to the Sudanese border where the existing Sudanese railway ended. The preliminary technical study, survey and a network map had been completed The cost of the feasibility study to be done was $0.5 million, which ADB might finance. ADB made no response.

80. In introducing project RAP-18, the Minister of Public Works, Transport and Urban Planning of the Upper Volta stressed the essential role that the railway under consideration could play in the exploitation of the enormous mining potential of Togo, Mali the Niger and the Upper Volta and in trade among those four countries. An estimated $2 million was needed for the feasibility study. No firm commitments were made by donors, which none the less took note of that important project.

81. In view of the political situation in that part of Africa, project RAP-37 could not be considered at the present time.

82. The Zambian Minister of Power, Transport and Communications introduced project RAP-41 and thanked UNDP for its interest on the feasibility study in the amount of $800,000 within the framework of SADCC.

Consideration of specific national study projects

83. The Chairman took up specific national study projects RAP-20, 26, 27, 30, 36, 45, and 54.

84. Projects RAP-26, 27, 30 and 36 could not be discussed since no representatives from the countries concerned (Zaire, Ghana and Madagascar) were present.

85. The Zambian Minister of Power, Transport and Communications stated that the feasibility study for the Chipata-Mchinji sector had been completed and that construction had begun with local resources and assistance from India. UNDP had undertaken to finance the feasibility study for either the Chipata-Sanara link to Tazare or the Chipala-Lusaka link. The representative of India said that his Government was ready to co-operate.

86. The donors made no firm commitments following the introduction of project RAP-62, which also concerned Zambia.

87. The representative of Angola introduced project RAP-45, which had a total cost of $1 million. No financing was currently guaranted.

88. The feasibility study for project RAP-54, which was introduced by the representative of Swaziland, would be financed by Sweden.

Consideration of projects for modernization, repair and improvement of infrastructures and telecommunications (33 projects)

89. The Minister of Transport of the United Republic of Cameroon introduced project RAP-07. The project had been modified, since only the Edea-Eseka section still required financing in the amount of CFAF 30 billion. In addition to the Cameroonian Government, donors which had indicated but not confirmed, that they would contribute were: the Federal Republic of Germany, France, EDF, Canada, ADB, the United States, EIB Saudi Arabia and USAID. In view of the announced contributions the project could be totally financed, if the donors confirmed their commitments. The representative of France announced that, subject to confirmation at a future meeting of donors after the results of the geotechnical study in progress, his country intended to contribute CFAF 1 billion. ADB also confirmed that exact amount of its contribution would be made known following an evaluation of the project.

90. According to the representative of Mali, project RAP-09, had obtained full financing with loans of $10 million from USAID, FF 4 million FAC, and $10 million from EEC. Work had begun on August 1979 and should be finished in June 1982. He requested the Chairman's permission to introduce six new projects to be incorporated into the first phase of the Decade:

(a) Renewal and strengthening of railway equipment ($50 million);

(b) Construction of container terminals at Bamako and Kayes ($0.2 million); the traffic study had been financed by USAID;

(c) Overhaul of Kayes station ($5 million);

(d) Track renewal and relocation of the Bamako goods depot ($10 million);

(e) Renovation of the line from Bamako-Kouhkoro to the Niger River, ($10 million);

(f) Sinking of wells along the Kouhkoro-Dubolo line ($0.8 million)

for a total cost of $75 million. Technical data sheets could be compiled quickly. The representative of Belgium confirmed that his country was interested in project (f) and that a decision would be taken soon. The representative of France announced that FAC had already invested FF 8 million and that CCCE was considering a project for reinforcement of the track and track equipment management.

91. The representative of Senegal announced that project RAP-10 currently involved only the renovation of track between Tambacounda and Kidira (180 km). The project, which had a subregional impact, absolutely had to be implemented before 1985. Project cost amounted to CFAF 6.8 billion (approximately $27 million), only CFAF 4 billion (approximately $14 million) had been earmarked in the 1981-1985 national development plan. This some $14 million was sought from external sources. It appeared that external financing had been acquired from inter alia EDF, FAC, World Bank CCCE and CIDA.

92. Project RAP-11, which was introduced by the representative of Ethiopia, had been revised upward following a study conducted by an Italian consultant (revised cost: $256 million).

93. As Guinea was not represented, the representative of Belgium stated that his country was financing the study for project RAP-12 together with ADB. The ADB representative confirmed that and announced that a meeting would be held in Guinea.

94. As Kenya was not represented, project RAP-14 could not be considered.

95. Project RAP-15 was introduced by the representative of Swaziland who stated that the project was vital to that country's economic independence. The representative of Belgium said that Belgium experts were on a mission to see the Beira-Doudo section in order to enable Belgium to take a decision. EEC had financed subregional project RAP-52 which formed part of the present project. France was considering assisting with the rehabilitation of the Nacala-Malawi section.

96. The Chairman expressed regret that SADCC had sent no representative who might uphold the interests of that organization. It was essential for countries which had submitted projects to participate in the meetings.

97. The representative of the World Bank stressed the magnitude of certain investments and asked if there were no alternative solutions. The World Bank did not finance projects that had not been evaluated in a feasibility study: investments should be economically viable.

98. With regard to the implementation of project RAP-17, the representative of the United Republic of Tanzania called for funds for the overhaul of the obsolete line which served four countries. The cost of the project was estimated $150 million, of which $34 million would be financed locally. Canadian assistance would make it possible to complete approximately 220 km of the line's 870 km. There were currently no other firm commitments from donors.

99. Uganda being absent, project RAP-19 was not considered.

100. The representative of the Congo announced that project RAP-21 had been totally superceded and that the cost currently amounted to $410 million, as the project content had been modified in its entirety. A project file would be sent to ECA in late 1982.

101. The Director-General of RAN (Ivory Coast) introduced project RAP-29 and corrected errors in the project document. The cost of the project amounted to $27 million, with $20 million probably coming from the World Bank. The project would not be implemented until 1983. The representative of the World Bank confirmed the Bank's interest in the project. He stated the criteria applied by the Bank for the financing of a project:

(a) The World Bank did not limit itself to a specific investment project but considered the whole investment plan;

(b) Investments were not enough; management and training measures were also required.

102. Projects RAP-32 to 34 were not considered as the Libyan Arab Jamahiriya was not present.

103. In introducing project RAP-30, the representative of Swaziland described the importance of the project for the development of sugar production. The donors refrained from making any comment at the time.

104. Concerning project RAP-41, the representative of Angola stated that approximately $40 million was required to complete work on the project. The Belgian representative announced that his country was donating 35 wagons (currently under construction).

105. Botswana, Lesotho and Malawi were not present; consequently, projects RAP-46, 47 to 51 were not considered.

106. The Swazi representative announced that work on project RAP-52 had been completed.

107. Project RAP-33 was not considered because of the absence of a representative from Mozambique.

108. The representative of Zambia indicated that the Australian Government had shown interest in project RAP-55 by carrying out geotechnical tests to begin the feasibility study. There were currently no firm commitments from other donor countries.

109. Projects RAP-58 to 60 were rapidly introduced by the representative of Zambia. Apart from a query by the World Bank representative, who asked if some projects could not possibly be combined, there was no response from the donors.

110. The Angolan representative introduced project RAP-64 which had been divided into two phases costing $13 million for the first phase and $6 million for the second phase. No financing had been acquired for construction; the studies were not yet funded.

111. The representative of Angola said that studies for project RAP-65 had been financed by his government; a major variation in the layout was planned for the exportation of the iron ores. The project consisted of two phases, the first costing $22 million and the second costing $79 million. The donors took note of that information.

112. The study for project RAP-66, also an Angolan project costing $5 million, had not yet obtained any financing. The representative of the World Bank stressed that in view of the magnitude of the project (some $2 billion), the study would have to be carried out in the context of the total economic development of the country taking into account anticipated traffic and other modes of transport.

113. The representative of Angola stressed that such was indeed the case.

114. The Chairman asked the representative of the United Republic of Tanzania to introduce projects RAP-67 and 68, which had been sent to ECA too late for inclusion in the document.

115. Project RAP-67 consisted of the modernization of the signalling system between Dar-es-Salaam and Mwanza at an estimated cost of $30 million. Italy had promised an assistance of $8 million, to be added to the $3 million in local financing. An additional $19 million remained to be found.

116. Project RAP-68 concerned the improvement of the telecommunications system of the entire Tanzanian rail network, as well as links with adjacent countries. Total projects cost was $29 million. The Tanzanian Government had provided a credit of $2.2 million, the Federal Republic of Germany had made a loan of DM 13.5 million (approximately $6.75 million) and Canada had made a loan of approximately $50,000. There was no other response from donors regarding the two projects.

Consideration of projects dealing with new construction, network expansion and the acquisition of equipment

117. The Gabonese Minister, followed by the Director-General of the Transgabonese Railway, introduced project RAP-23. After correcting the figure for the population of Gabon (1.2 million inhabitants instead of 500,000). They asked donors to respect the priorities set by countries: at the present point in the first phase there was no need for questioning the choices made by States. The M'Djole-Booue section of the Transgabonese railway should be completed by the end of 1982. The section currently of interest was the stretch between Booue and Franceville, for which international consultant had been initiated

requesting bidders to make proposals cover the financing of at least 50 per cent of the bid for the civil engineering work on reasonable terms. The railroad is scheduled to have economic impact in terms of 2 to 3 million tons of manganese, 2 million tons of wood and 20 million tons of iron ore annually.

118. Donors were asked to maintain interest rates at the level in effect before November 1981. The French representative stated that his country had proposed a "buyers' credit" of roughly FF 550 million for the Booue-Franceville line.

119. The representative of the Sudan introduced project RAP-25, EDF was financing the preparation of tender documents.

120. Project RAP-28 was introduced by the Director-General of RAN (Ivory Coast). The project concerned only the 58-km section of track between Anyama and Agboville which should be started in 1983. The other phases of the doubling operation would be implemented between 1983 and 1986 for the Dimbokro-Bouake line and after 1986 for the Agboville-Dimbokro line. The Federal Republic of Germany had agreed to provide $9 million; $23 million remained to be found. The donors took note of that information.

121. Project RAP-35 was not considered in the absence of Madagascar.

122. The Sudanese representative did not know where project RAP-39 had originated and proposed to send information concerning it to ECA at a later date.

123. At the request of the Chairman, the Zambian Minister of Power, Transport and Communications agreed to combine projects RAP-56 and 57. Project RAP-56 called for 25 locomotives, nine of which had been bought with a grant from the Federal Republic of Germany. However, a more detailed study indicated that 50 locomotives were quired. The 400 wagons of project RAP-57 were indispensable if more costly means of transport were to be avoided.

124. The donors made note of all that information.

125. When all projects had been considered, a brief discussion took place on the problem of training in Africa following the Chairman's request for general comments.

126. The Minister of Transport of the United Republic of Cameroon maintained that training was a priority for African countries and invited the donors to focus on that problem. He stated that his country participated in the Brazzaville school.

127. The Secretary-General of UAR said that man had to be counted on to improve management, maintain the equipment, etc. Training was an imperative. He expressed the belief that States must define their priorities themselves and he regrets that development institutions in Africa could not hold discussions with the donors, since discussions were always held on a bilateral basis.

128. At the close of the meeting when all projects had been considered, the Chairman announced the programme for Friday and Saturday, 22 and 23 January.

Closing session

129. In his closing statement, the Minister of Public Works, Transport and Town Planning of the Upper Volta thanked ECA and the Union of African Railways (UAR) on behalf of his Government for their support and for the work they had accomplished in order to implement the objectives of the Decade; he also thanked the donors and financial institutions for their genuine contribution to the success of the meeting whose objective was to solve the problem of rail transport in Africa as well as to help his country. He was pleased to note that the donor agencies had favourably considered the projects and expressed the hope that the dialogue begun in an atmosphere of goodwill, understanding and respect would continue; finally he thanked the Organization of African Unity for its support and participation in the meeting.

130. In reply, the Minister of Energy, Transport and Communications of Zambia thanked the Government and people of the Upper Volta on behalf of the African participants for their whole-hearted hospitality and congratulated the Organization of African Unity and the Union of African Railways for the efficient manner in which they handled the meeting.

131. Three resolutions were adopted:

(a) General results of the meeting;

(b) Vote of thanks to the donor agencies; and

(c) Vote of thanks to the Government and people of the Upper Volta

132. In conclusion, the Executive Secretary of ECA expressed his gratitude to the President, Ministers and officials of the Upper Volta who had provided assistance; he thanked the donors and financial institutions for their effective participation and the Secretary-General of UAR for organizing and running the meeting in close collaboration with ECA.

133. He stressed the fact that the aim of the meeting was not to make promises but to provide the means for focusing the attention of donor agencies and African countries on the railway projects included in the Decade programme. The meeting was not an end in itself; the discussions which were begun and the contacts made through the meeting should therefore be continued on a permanent basis in order to attain the objectives set. He pointed out that following the review of the 68 original railway development projects and the consideration of new projects, the initial estimates had changed and the total cost of the programme was established at $2.2 billion of which $1 billion was yet to be secured. Because of the absence of some African countries and the fact that their projects had not been considered, it was obvious that it was impossible to get a comprehensive picture of the situation.

134. He promised to continue his contacts with the donor agencies and African countries in order to obtain the funds required.

135. To avoid any misconception, he stressed the fact that (a) all the programme's projects had the highest priority for each of the African countries and (b) African countries had clearly demonstrated their active support by financing the projects and appealed to donor agencies for assistance.

136. He pointed out that most of the land-locked countries and least developed countries were in Africa; he also stressed the fact that the success of the Decade's programme was in the interest of the donor countries and financial institutions as well as that of Africa because a strong African economy was important to the whole world as a result of the inevitable interdependence of the world economy.

Adoption of the report

137. The report of the meeting was adopted subject to the amendments and corrections made being incorporated in the final report of the meeting.

I. GENERAL RESOLUTION

The participants in the Consultative Technical Meeting with donors on first phase railway projects for the African region held at Ouagadougou from 20 to 22 January 1982,

Having considered the document DEC/TRANSCOM/TCM/82/REG/1 complied by the Economic Commission for Africa in collaboration with the Union of African Railways,

Considering resolution 422 (XVI) of the seventh meeting of the Conference of Ministers of the Economic Commission for Africa concerning the organization of Consultative Technical Meetings on the various modes of transport in Africa,

Bearing in mind the effective participation of African States, and regional and subregional inter-governmental organizations on the one hand and donor countries and financial institutions on the other hand,

Considering the interest shown by the various partners during the discussions,

Bearing in mind the particular efforts of African States in providing more than 68 per cent of financing from their own resources,

Further bearing in mind the interest expressed by the representatives of France, Belgium, Brazil, China, India, the Federal Republic of Germany, the European Economic Community, the World Bank, the United Nations Development Programme, the Saudi Fund for Development and the African Development Bank,

1. Express:

(a) The hope that the mutual understanding evidenced during the meeting in Ouagadougou would be achieved through bilateral negotiations to ensure the financing and implementation of projects;

(b) Their satisfaction to the Economic Commission for Africa and the Union of African Railways for the efforts made in the railway sector in particular and the United Nations Transport and Communications Decade in Africa in general,

2. Request the Executive Secretary of the Economic Commission for Africa to take the necessary steps towards the international community with a view to implementing all the projects contained in the first phase as represented by the States and African institutions,

3. Express the desire that an evaluation of the impact of the United Nations Transport and Communications Decade in Africa on the development of African States should be carried out with a view to assisting the States in the identification of projects for the second phase.

II. VOTE OF THANKS TO DONORS

The representatives of African States and African inter-governmental organizations attending the Consultative Technical Meeting on railways projects for the first phase of the United Nations Transport and Communications Decade in Africa, held at Ouagadougou from 20 to 22 January 1982,

Bearing in mind the effective participation of the following donors and financial institutions: France, Belgium, Brazil (an observer), China, India, the Federal Republic of Germany, the European Economic Community, the World Bank, the United Nations Development Programme, the Saudi Fund for Development and the African Development Bank,

Bearing in mind the understanding which the donor countries and institutions have demonstrated throughout the discussions of projects concerning the development of railways in Africa,

Appreciating the spirit of open collaboration that has marked the discussions,

1. Express their thanks to the donor countries and financial institutions for their willingness to participate,

2. Express the hope that the study that they will carry out will result in concrete actions at all levels with a view to financing the railway project of the first phase.

III. VOTE OF THANKS TO THE GOVERNMENT AND PEOPLE OF THE UPPER VOLTA

The participants in the Consultative Technical Meeting with donors on railway projects for the first phase of the United Nations Transport and Communications Decade in Africa, held at Ouagadougou from 20 to 22 January 1982,

Bearing in mind the warm reception and the favoured treatment accorded them by the Government and people of the Upper Volta,

1. Express their appreciation for the hospitality shown to them and for the facilities placed at their disposal,

2. Congratulate themselves on the results obtained during the course of their work,

3. Express to His Excellency Colonel Saye Zerbo, President du Comite Militaire de redressement pour le progres national, to the Government and people of the Republic of the Upper Volta, their gratitude and humble admiration for the important contribution of his country to the ideals of African co-operation and unity.